

COUNCIL PAPERS.

FINAL REPORT FROM THE SELECT COMMITTEE ON ROADS AND RAILWAYS. The Select Committee of the Legislative Council appointed on the 27th June last, "to inquire and report what measures should be adopted to improve the roads, and to provide for the general introduction of railways into the colony, and whom were referred a correspondence respecting the road surveys; the proposal of Sir Henry Young to connect the Australian capitals of Sydney, Victoria, and Adelaide, by means of railways; and application for assistance towards forming a road from Bombala to Eden; and a petition praying for pecuniary aid towards rendering the Bulga Mountain passable,--have agreed to the following final Report:

Before proceeding to consider the question of railways generally, or to discuss the plan according to which it may be thought most desirable that they should be constructed in the colony in future, your Committee would briefly recapitulate the measures which have been taken by the Government and Council to render them since the Superintendent of Roads the Select Committee appointed for incorporating the Sydney Railway Company, dated 10th August, 1849, in which report will be found a correct history of all that had been previously done by the Council. The Company having been incorporated in October, 1849, at once commenced operations with a capital of £100,000 only, upon which the Government permanently guaranteed interest at 5 per cent. per annum, and notwithstanding the difficulties which it experienced in the early part of its career, the Company have now a capital of £1,000,000, and are in a position to pay interest at 5 per cent. on the 20th January, and again on the 14th October following, in which latter communication it was propoed *"That with a view of enabling them to complete and open the line as far as Parramatta, a loan of £150,000 of public money should be made to the Company, in the proportion of three-fifths of public money to two-fifths subscribed by private capitalists; that interest, though chargeable on a fixed rate from the date of such advances, should not be payable until the line was actually proceeding, and that the amount so loaned should not exceed, to an extent not exceeding 10 per cent., should be appropriated thus, viz. One-half towards repaying the interest upon the original £100,000 guaranteed, and the other moiety towards the interest due upon the loan now applied for; that the principal money should be repayable in twenty years; and that a mortgage, by way of security, should be given to the Government, over all the property and works of the Company, for the due repayment of the loan and interest."*

To this the Government and Council assented; and an Act was accordingly passed, on the 22nd of December, 1852, for the purpose of carrying out this arrangement under the conditions detailed in the correspondence which was laid by the Government upon the table of the Council, and printed among the proceedings of the following year. The loan of £150,000 thus sanctioned having been advanced, and the cost of the railway works so far as it could be very greatly increased, it was calculated, that the co-operation of the other colonies with New South Wales in carrying into effect a design calculated to be of such essential advantage to each of them. The population of all these colonies is increasing so rapidly that the scheme can hardly be considered premature, notwithstanding the immense extent of railway which would have to be constructed; and your Committee regret that when in the year 1852, the subject of connecting the Sydney and Melbourne by means of railways was first brought before the Government, the Sydney Railway Company, and the Council, by Mr. Donaldson, then member on Durban, the proposal for commencing a negotiation with the Government of Victoria to carry out that object was not favourably entertained. Your Committee are of opinion from the evidence which has been given before them, that for constructing Railways in Cumberland, and between Newcastle and Maitland, funds may be raised by the colony by the sale of Government Bonds; but when, in the course of the negotiations, they came to the subject, which had derived additional importance in consequence of the formation of the Hunter River Railway Company, whose application for a loan, upon the same principle as that adopted in the case of the Sydney Railway Company, has been referred to your Committee by the Council for their report.

The circumstances of the colony are so completely changed since the year 1849, not only in regards the necessity for the formation of a railway, but also in the character of the Government, that your Committee consider the time has arrived when the construction of railways ought to be taken up on a large and comprehensive system. Whatever may be the cost, your Committee feel that their general introduction in the colony ought not any longer to be deferred.

The estimate of Mr. Shields which was drawn up in the month of November, 1849, gave the probable cost of forming lines of railway communication between Sydney, Parramatta, and Liverpool at £50,365 9s. 0d., the average cost of these lines being £1,000 per mile. The probable cost of constructing the line now in course of formation to Parramatta only, and of putting it into a state for working, may be fairly set down at not less than £400,000, or about £26,000 per mile, including the branch to Darling Harbour; of which £200,000 will be capital actually advanced by the Government, while interest is permanently guaranteed upon the other moiety at the rate of 5 per cent., secured upon the land fund of the colony. Nor is the capital of the colony as yet, as Parramatta may be designated, only the beginning of the work. The evidence of Mr. Wallace, the engineer-in-chief to the Sydney Railway Company, shews that, to construct a single line upon the principle which he recommends, extending from Parramatta to the confines of the County of Cumberland, in the direction of Goulburn, and to Richmond, with a branch line to Penrith, in the direction of Bathurst, and an amount of £700,000, being at the rate of £1,000 per mile, and about two millions more will be required to carry the line from Cumberland to Goulburn. Your Committee are, nevertheless, most decidedly of opinion that the Council should, without any further delay, mature a plan for completing the railways in the county of Cumberland; and that, while they are being constructed, measures should be adopted for extending them into the interior as speedily as possible.

In our wool and tallow markets we have no transactions to report during the week.

In landed properties, sales to a considerable amount have been effected by Messrs. Mort and Co. during the week. In city and country properties, and al-o in stock and stations, they report greater activity than has distinguished the market for some months past. The prices must be deemed highly satisfactory to the sellers. The following are amongst the most prominent of their sales during the last few days:--Ten acres of market-garden land at Botany, £20 per acre. Verandah cottage, Kent-street, £1000. Family residence, Woolloomooloo, adjoining Craigen, £350. Verandah cottage, Goulburn-street, £1225. House in Windmill-street, £975. Four farms, portions of the Eagle Vale Estate, 80 to 100 acres each, sold subject to existing leases, at from £1 5s. to £5 per acre. Cooma Station, with sheep, at 15s. £2. Cattle at £3. Horses £10. The result of this sale was £10,994 7s. 8d. Middle Bank Station, with 1000 head of cattle, was sold for £4000.

The sales of Government lands, country lots, since the 3rd instant, have been as follows:--At Adnagai, 175 acres 1 perch, £2068 2s. 4d. At Gundagai, 175 acres 1 perch, £2068 2s. 4d. At Tumut, 81 acres, £10. At 30s. £2.

To-day, Mr. Charles Newton offered for sale on the part of Mr. Augustus Dredre, the entire cargo of the Ville de Traraville, consisting of 4612 bags of Mauritius sugars, bright and yellow; the whole was sold at prices varying from £21 10s. to £25. Mr. Newton also sold to-day, on account of Messrs. Thacker and Co., the residue of the Arabia's tea, hyson-kin, and congo. The chests and half-chests of congo were sold at a high price; a store, upper flat divided into five rooms. For plan and particulars, apply to C. AIRD, PATERSON, and CO., Iron Stores, Essex-street, Lower George-street.

TO HOUSES OF VALUABLE NEW DRUGS. Sutcliffe and Son, the principal dealers in the staple vegetable products against worms, and Epsom salts, to be had at DR. BEEKE'S, Medical Dispensary, 36, George-street South.

1000 BUSHELS prime seed Oats, white and black, on sale at the stores of ROBERT GUY, 41, Pitt-street-hill.

Your Committee therefore recommend that, as the Sydney Railway Company may be considered to have acknowledged its inability to proceed with any works beyond Parramatta, an Act of Council should be obtained giving to the Government power, in the first instance, to construct railways in the county of Cumberland, from the Parramatta terminus to Liverpool, Campbelltown, and the County of Hawkesbury, on the southern line, and to the towns of Windsor, Richmond, with a branch to Penrith, on the western; and that the necessary powers for carrying out such works should be conferred on a department to be created, in accordance with the recommendation of a Select Committee, appointed to "inquire into and report upon the propriety of placing the construction, management and control of the public works and buildings of the colony under the Board of Public Works."

Your Committee recommend that the proposed act should be passed during the present session, for the reasons stated by Mr. Wallace, the Engineer-in-Chief of the Sydney Railway Company, viz. "That as the earth-work on the line between Sydney and Parramatta will soon be completed, it is desirable that the body of men who have been collected on these works, and of whom were imported expressly for the railway, should be employed in the colony. Your Committee also recommend that rails and such other plant as may be considered necessary, be immediately sent for to prevent similar to that which was felt by the Sdney Railway Company in the beginning of their operations."

Your Committee further recommend that the interests of the Sydney Railway Company in the line be sold to the Sydney and Parramatta, to be purchased by the Government, and that the interest in the line be sold to the shareholders, and regard had to be given to the great advantages which the grants of public lands, and the advances of public money, have afforded to them, in placing their Company in its present position. But for these, as it has been repeatedly admitted, they must long since have stopped altogether, and in that event, the Government must have entered upon the works in order to their completion; their sole course would have been for making any claim to the funds advanced, and again, on the 14th October following, in which latter communication it was propoed *"That with a view of enabling them to complete and open the line as far as Parramatta, a loan of £150,000 of public money should be made to the Company, in the proportion of three-fifths of public money to two-fifths subscribed by private capitalists; that interest, though chargeable on a fixed rate from the date of such advances, should not be payable until the line was actually proceeding, and that the amount so loaned should not exceed, to an extent not exceeding 10 per cent., should be appropriated thus, viz. One-half towards repaying the interest upon the original £100,000 guaranteed, and the other moiety towards the interest due upon the loan now applied for; that the principal money should be repayable in twenty years; and that a mortgage, by way of security, should be given to the Government, over all the property and works of the Company, for the due repayment of the loan and interest."*

To this the Government and Council assented; and an Act was accordingly passed, on the 22nd of December, 1852, for the purpose of carrying out this arrangement under the conditions detailed in the correspondence which was laid by the Government upon the table of the Council, and printed among the proceedings of the following year. The loan of £150,000 thus sanctioned having been advanced, and the cost of the railway works so far as it could be very greatly increased, it was calculated, that the co-operation of the other colonies with New South Wales in carrying into effect a design calculated to be of such essential advantage to each of them. The population of all these colonies is increasing so rapidly that the scheme can hardly be considered premature, notwithstanding the immense extent of railway which would have to be constructed; and your Committee regret that when in the year 1852, the subject of connecting the Sydney and Melbourne by means of railways was first brought before the Government, the Sydney Railway Company, and the Council, by Mr. Donaldson, then member on Durban, the proposal for commencing a negotiation with the Government of Victoria to carry out that object was not favourably entertained. Your Committee are of opinion from the evidence which has been given before them, that for constructing Railways in Cumberland, and between Newcastle and Maitland, funds may be raised by the sale of Government Bonds; but when, in the course of the negotiations, they came to the subject, which had derived additional importance in consequence of the formation of the Hunter River Railway Company, whose application for a loan, upon the same principle as that adopted in the case of the Sydney Railway Company, has been referred to your Committee by the Council for their report.

The circumstances of the colony are so completely changed since the year 1849, not only in regards the necessity for the formation of a railway, but also in the character of the Government, that your Committee consider the time has arrived when the construction of railways ought to be taken up on a large and comprehensive system. Whatever may be the cost, your Committee feel that their general introduction in the colony ought not any longer to be deferred.

The estimate of Mr. Shields which was drawn up in the month of November, 1849, gave the probable cost of forming lines of railway communication between Sydney, Parramatta, and Liverpool at £50,365 9s. 0d., the average cost of these lines being £1,000 per mile.

The probable cost of constructing the line now in course of formation to Parramatta only, and of putting it into a state for working, may be fairly set down at not less than £400,000, or about £26,000 per mile, including the branch to Darling Harbour; of which £200,000 will be capital actually advanced by the Government, while interest is permanently guaranteed upon the other moiety at the rate of 5 per cent., secured upon the land fund of the colony.

To this the Government and Council assented; and an Act was accordingly passed, on the 22nd of December, 1852, for the purpose of carrying out this arrangement under the conditions detailed in the correspondence which was laid by the Government upon the table of the Council, and printed among the proceedings of the following year. The loan of £150,000 thus sanctioned having been advanced, and the cost of the railway works so far as it could be very greatly increased, it was calculated, that the co-operation of the other colonies with New South Wales in carrying into effect a design calculated to be of such essential advantage to each of them. The population of all these colonies is increasing so rapidly that the scheme can hardly be considered premature, notwithstanding the immense extent of railway which would have to be constructed; and your Committee regret that when in the year 1852, the subject of connecting the Sydney and Melbourne by means of railways was first brought before the Government, the Sydney Railway Company, and the Council, by Mr. Donaldson, then member on Durban, the proposal for commencing a negotiation with the Government of Victoria to carry out that object was not favourably entertained. Your Committee are of opinion from the evidence which has been given before them, that for constructing Railways in Cumberland, and between Newcastle and Maitland, funds may be raised by the sale of Government Bonds; but when, in the course of the negotiations, they came to the subject, which had derived additional importance in consequence of the formation of the Hunter River Railway Company, whose application for a loan, upon the same principle as that adopted in the case of the Sydney Railway Company, has been referred to your Committee by the Council for their report.

The circumstances of the colony are so completely changed since the year 1849, not only in regards the necessity for the formation of a railway, but also in the character of the Government, that your Committee consider the time has arrived when the construction of railways ought to be taken up on a large and comprehensive system. Whatever may be the cost, your Committee feel that their general introduction in the colony ought not any longer to be deferred.

The estimate of Mr. Shields which was drawn up in the month of November, 1849, gave the probable cost of forming lines of railway communication between Sydney, Parramatta, and Liverpool at £50,365 9s. 0d., the average cost of these lines being £1,000 per mile.

The probable cost of constructing the line now in course of formation to Parramatta only, and of putting it into a state for working, may be fairly set down at not less than £400,000, or about £26,000 per mile, including the branch to Darling Harbour; of which £200,000 will be capital actually advanced by the Government, while interest is permanently guaranteed upon the other moiety at the rate of 5 per cent., secured upon the land fund of the colony.

To this the Government and Council assented; and an Act was accordingly passed, on the 22nd of December, 1852, for the purpose of carrying out this arrangement under the conditions detailed in the correspondence which was laid by the Government upon the table of the Council, and printed among the proceedings of the following year. The loan of £150,000 thus sanctioned having been advanced, and the cost of the railway works so far as it could be very greatly increased, it was calculated, that the co-operation of the other colonies with New South Wales in carrying into effect a design calculated to be of such essential advantage to each of them. The population of all these colonies is increasing so rapidly that the scheme can hardly be considered premature, notwithstanding the immense extent of railway which would have to be constructed; and your Committee regret that when in the year 1852, the subject of connecting the Sydney and Melbourne by means of railways was first brought before the Government, the Sydney Railway Company, and the Council, by Mr. Donaldson, then member on Durban, the proposal for commencing a negotiation with the Government of Victoria to carry out that object was not favourably entertained. Your Committee are of opinion from the evidence which has been given before them, that for constructing Railways in Cumberland, and between Newcastle and Maitland, funds may be raised by the sale of Government Bonds; but when, in the course of the negotiations, they came to the subject, which had derived additional importance in consequence of the formation of the Hunter River Railway Company, whose application for a loan, upon the same principle as that adopted in the case of the Sydney Railway Company, has been referred to your Committee by the Council for their report.

The circumstances of the colony are so completely changed since the year 1849, not only in regards the necessity for the formation of a railway, but also in the character of the Government, that your Committee consider the time has arrived when the construction of railways ought to be taken up on a large and comprehensive system. Whatever may be the cost, your Committee feel that their general introduction in the colony ought not any longer to be deferred.

The estimate of Mr. Shields which was drawn up in the month of November, 1849, gave the probable cost of forming lines of railway communication between Sydney, Parramatta, and Liverpool at £50,365 9s. 0d., the average cost of these lines being £1,000 per mile.

The probable cost of constructing the line now in course of formation to Parramatta only, and of putting it into a state for working, may be fairly set down at not less than £400,000, or about £26,000 per mile, including the branch to Darling Harbour; of which £200,000 will be capital actually advanced by the Government, while interest is permanently guaranteed upon the other moiety at the rate of 5 per cent., secured upon the land fund of the colony.

To this the Government and Council assented; and an Act was accordingly passed, on the 22nd of December, 1852, for the purpose of carrying out this arrangement under the conditions detailed in the correspondence which was laid by the Government upon the table of the Council, and printed among the proceedings of the following year. The loan of £150,000 thus sanctioned having been advanced, and the cost of the railway works so far as it could be very greatly increased, it was calculated, that the co-operation of the other colonies with New South Wales in carrying into effect a design calculated to be of such essential advantage to each of them. The population of all these colonies is increasing so rapidly that the scheme can hardly be considered premature, notwithstanding the immense extent of railway which would have to be constructed; and your Committee regret that when in the year 1852, the subject of connecting the Sydney and Melbourne by means of railways was first brought before the Government, the Sydney Railway Company, and the Council, by Mr. Donaldson, then member on Durban, the proposal for commencing a negotiation with the Government of Victoria to carry out that object was not favourably entertained. Your Committee are of opinion from the evidence which has been given before them, that for constructing Railways in Cumberland, and between Newcastle and Maitland, funds may be raised by the sale of Government Bonds; but when, in the course of the negotiations, they came to the subject, which had derived additional importance in consequence of the formation of the Hunter River Railway Company, whose application for a loan, upon the same principle as that adopted in the case of the Sydney Railway Company, has been referred to your Committee by the Council for their report.

The circumstances of the colony are so completely changed since the year 1849, not only in regards the necessity for the formation of a railway, but also in the character of the Government, that your Committee consider the time has arrived when the construction of railways ought to be taken up on a large and comprehensive system. Whatever may be the cost, your Committee feel that their general introduction in the colony ought not any longer to be deferred.

The estimate of Mr. Shields which was drawn up in the month of November, 1849, gave the probable cost of forming lines of railway communication between Sydney, Parramatta, and Liverpool at £50,365 9s. 0d., the average cost of these lines being £1,000 per mile.

The probable cost of constructing the line now in course of formation to Parramatta only, and of putting it into a state for working, may be fairly set down at not less than £400,000, or about £26,000 per mile, including the branch to Darling Harbour; of which £200,000 will be capital actually advanced by the Government, while interest is permanently guaranteed upon the other moiety at the rate of 5 per cent., secured upon the land fund of the colony.

To this the Government and Council assented; and an Act was accordingly passed, on the 22nd of December, 1852, for the purpose of carrying out this arrangement under the conditions detailed in the correspondence which was laid by the Government upon the table of the Council, and printed among the proceedings of the following year. The loan of £150,000 thus sanctioned having been advanced, and the cost of the railway works so far as it could be very greatly increased, it was calculated, that the co-operation of the other colonies with New South Wales in carrying into effect a design calculated to be of such essential advantage to each of them. The population of all these colonies is increasing so rapidly that the scheme can hardly be considered premature, notwithstanding the immense extent of railway which would have to be constructed; and your Committee regret that when in the year 1852, the subject of connecting the Sydney and Melbourne by means of railways was first brought before the Government, the Sydney Railway Company, and the Council, by Mr. Donaldson, then member on Durban, the proposal for commencing a negotiation with the Government of Victoria to carry out that object was not favourably entertained. Your Committee are of opinion from the evidence which has been given before them, that for constructing Railways in Cumberland, and between Newcastle and Maitland, funds may be raised by the sale of Government Bonds; but when, in the course of the negotiations, they came to the subject, which had derived additional importance in consequence of the formation of the Hunter River Railway Company, whose application for a loan, upon the same principle as that adopted in the case of the Sydney Railway Company, has been referred to your Committee by the Council for their report.

The circumstances of the colony are so completely changed since the year 1849, not only in regards the necessity for the formation of a railway, but also in the character of the Government, that your Committee consider the time has arrived when the construction of railways ought to be taken up on a large and comprehensive system. Whatever may be the cost, your Committee feel that their general introduction in the colony ought not any longer to be deferred.

The estimate of Mr. Shields which was drawn up in the month of November, 1849, gave the probable cost of forming lines of railway communication between Sydney, Parramatta, and Liverpool at £50,365 9s. 0d., the average cost of these lines being £1,000 per mile.

The probable cost of constructing the line now in course of formation to Parramatta only, and of putting it into a state for working, may be fairly set down at not less than £400,000, or about £26,000 per mile, including the branch to Darling Harbour; of which £200,000 will be capital actually advanced by the Government, while interest is permanently guaranteed upon the other moiety at the rate of 5 per cent., secured upon the land fund of the colony.

To this the Government and Council assented; and an Act was accordingly passed, on the 22nd of December, 1852, for the purpose of carrying out this arrangement under the conditions detailed in the correspondence which was laid by the Government upon the table of the Council, and printed among the proceedings of the following year. The loan of £150,000 thus sanctioned having been advanced, and the cost of the railway works so far as it could be very greatly increased, it was calculated, that the co-operation of the other colonies with New South Wales in carrying into effect a design calculated to be of such essential advantage to each of them. The population of all these colonies is increasing so rapidly that the scheme can hardly be considered premature, notwithstanding the immense extent of railway which would have to be constructed; and your Committee regret that when in the year 1852, the subject of connecting the Sydney and Melbourne by means of railways was first brought before the Government, the Sydney Railway Company, and the Council, by Mr. Donaldson, then member on Durban, the proposal for commencing a negotiation with the Government of Victoria to carry out that object was not favourably entertained. Your Committee are of opinion from the evidence which has been given before them, that for constructing Railways in Cumberland, and between Newcastle and Maitland, funds may be raised by the sale of Government Bonds; but when, in the course of the negotiations, they came to the subject, which had derived additional importance in consequence of the formation of the Hunter River Railway Company, whose application for a loan, upon the same principle as that adopted in the case of the Sydney Railway Company, has been referred to your Committee by the Council for their report.

The circumstances of the colony are so completely changed since the year 1849, not only in regards the necessity for the formation of a railway, but also in the character of the Government, that your Committee consider the time has arrived when the construction of railways ought to be taken up on a large and comprehensive system. Whatever may be the cost, your Committee feel that their general introduction in the colony ought not any longer to be deferred.

The estimate of Mr. Shields which was drawn up in the month of November, 1849, gave the probable cost of forming lines of railway communication between Sydney, Parramatta, and Liverpool at £50,365 9s. 0d., the average cost of these lines being £1,000 per mile.

The probable cost of constructing the line now in course of formation to Parramatta only, and of putting it into a state for working, may be fairly set down at not less than £400,000, or about £26,000 per mile, including the branch to Darling Harbour; of which £200,000 will be capital actually advanced by the Government, while interest is permanently guaranteed upon the other moiety at the rate of 5 per cent., secured upon the land fund of the colony.